



Minnesota Transportation Museum

MINNEGAZETTE

May/June 1982

About Our Colorful Cover

As spring breaks out in full color, so does our **Minnegazette** cover for the first time. This breathtaking night scene of Duluth streetcar No. 265, left, and Twin City Rapid Transit No. 1300 was taken in front of the Linden-Hills carbarn in the fall of 1981 by **Mike Buck**. Mike used a 30-second exposure at f/5.6 to get this 35mm shot.

With the near completion of 265's nine-year restoration, these two cars will operate in revenue service together for the first time on the Como-Harriet Streetcar Line in 1982.

The **Minnegazette's** first color picture is a story in itself. Thanks to many talented people in and out of the membership, the color picture of streetcars 265 and 1300 was made possible for the **Minnegazette** for virtually nothing.

MTM has embarked on an ambitious promotion campaign this year that will include full-color flyers and posters as well as new 5-card postcard packs and single postcard scenes. These items will be available to the public during our streetcar and railroad operations.

In the color printing industry, the four-color separation of a color negative is the most complicated and expensive part of the color printing process. Only a handful of the several hundred printers in the Twin Cities do color separation. Thanks to MTM member **Bill Campion**, MTM was able to get this color separation performed for the cost of material only.

Once the color separation is done, it is a relatively easy matter to have the sheets run through the presses four times (once for each color). While MTM was having several thousand flyers and posters printed up, the covers of the **Minnegazette** similarly were run through the presses at little additional expense. As a result, the member has a poster on this cover suitable for framing. Of course, if you choose not to separate this cover from the rest of the magazine, you will be able to purchase the same picture on a flyer or an 11 by 14 poster.

The new 5-card postcard pack is also part of the same color separation and printing package which helped hold our costs down. This postcard pack features three color reprints of old postcards -- interior and exterior shots of a TCRT-built Lake Minnetonka streetcar boat and the old Fort Snelling Hotel with a streetcar standing in front of it -- and two black and white postcards -- a 1910 shot of a streetcar in St. Paul's Phalen Park and an interior shot of the car in the same era.

Single postcard scenes include the night view of streetcars 265 and 1300 (same scene as this issue's cover), a color day shot of the New Brighton Special taken last July (same as the September/October 1981 **Minnegazette** black and white cover), and a color night shot of N.P. steam engine No. 328. That 328 scene also will be the color cover of the July/August **Minnegazette**, to be printed under the same circumstances as this issue's cover.

Membership Meeting May 18

The next general membership meeting is at 7:30 p.m. on Tuesday, May 18 at the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul. See you there!

Justus Lischeid

MTM member **J. T. Nawrocki** of Los Altos, Cal. wrote to let us know that fellow member **Justus Lischeid** of Palo Alto, Cal. died February 2 on his 93rd birthday. Mr. Nawrocki wrote:

"Another old-timer rolled the sign to 'Lake to 22nd' and headed for the carbarn in the sky. But Justus never lost one whit of his coherence, right to the last moments. He wrote the main text of his own obituary that appeared in the Peninsula Times Tribune shortly before he died. The controller was A-OK, it was just the compressor, motors and running gear that gave out. He made it precisely to milepost 93 because he 'didn't want to miss his birthday party.' He lived a good, long life and had a large surrounding of friends who took good care of him to the end. They'll be repeating his yarns and telling their own stories about him till they rejoin him."

Mr. Lischeid was employed by Twin City Rapid Transit Co. for 34 years. He retired on Sept. 25, 1950, the same day he received word from the War Department that his son, Walter, had been killed in Korea. Mr. Lischeid moved to Palo Alto shortly afterward. Survivors are his wife, Gertrude and three brothers.

Calendar of Events

- May 18:** General membership meeting at Burlington Northern.
- May 28:** Official reopening of Como-Harriet Streetcar Line for 1982.
- June 1:** Board of Directors meeting.
- June 12:** MTM/Amtrak train to Duluth (tentative).
- June 12:** Grand Opening of Depot Square project in Duluth Depot.
- July 3-4:** New Brighton Stockyard Days, Engine 328 and train.
- July 13:** Board of Directors meeting.
- July 17-18:** Stillwater Lumberjack Days, Engine 328 and train.
- August 31:** Board of Directors meeting.
- September 11-12:** Northfield, Defeat of Jesse James Days, Engine 328 and train.
- September 21:** General membership meeting at Minnesota Historical Society.
- October 2-3:** Lilydale, Engine 328 and train.
- October 19:** Board of Directors meeting.
- November 16:** General membership meeting at Northwestern National Life.
- December 7:** Board of Directors meeting.
- January 18, 1983:** Annual membership meeting and election of officers.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

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Hopkins, MN 55343

Lake Harriet: Volunteers With a Commitment— Winter 1981-1982

In all areas of museum functions, the concept of the volunteer may be equated with that of an attitude toward commitment. From the individual in leadership, to the participant in restoration, maintenance and/or operations—those who volunteer do so with an all-important intent towards commitment. As time, expertise, desire, opportunity and/or availability permit, all members of the Minnesota Transportation Museum strive toward the commitment to support the goals of their organization.

It is during the winter months, however, that commitment to volunteer is most severely tested. Climate, priority and/or practicality often present opportunities for those men and women who would be otherwise able to participate in the variety of programs that characterize the museum. Administration, public relations, restoration and maintenance; all welcome the member-volunteer. Yet, volunteers *are* there! They come! They are, amongst other reasons, challenged by the very prospects for the coming summer's operations. It is these people who, by their active participation in the scope of wintertime activities, ensure success for the Minnesota Transportation Museum.

To no small degree, has the commitment flourished at Lake Harriet. During the fall and winter of 1981, substantial gains were made towards the completion of restorative efforts on Duluth streetcar No. 265. In particular, electrical component and interior appointments received emphasis. Now, with fewer than a dozen items to receive additional, final attention, it is fully expected that streetcar No. 265 will be used in the mainline, regular and charter revenue service during the 1982 season. An operator training program, for all certified car operators, will be mandated with the inauguration of service with this car, as mechanical controls and operating characteristics are somewhat, but not significantly, different than those of streetcar No. 1300.

Through the efforts of **Scott Heiderich**, **Ray Bensen Sr.**, and **Roy Harvey**, streetcars 1300 and 265 were switched between maintenance and storage barns for the purpose of commencing much needed and overdue rehabilitation to car 1300.

Since the January 1982 move of 1300 into the restoration barn, significant mechanical and interior rehabilitation has been conducted aboard car 1300. Substantial platform, stairwell and passenger area rehabilitation has been detailed to the substructure, while mechanical inspection of electrical and airline components shall be completed prior to the resumption of summertime service. All this, and more, has signaled one of the most substantial car rehabilitation projects conducted on car 1300 in nearly a decade of operation. Additional program work shall be carried on aboard 1300 over the course of subsequent winter months.

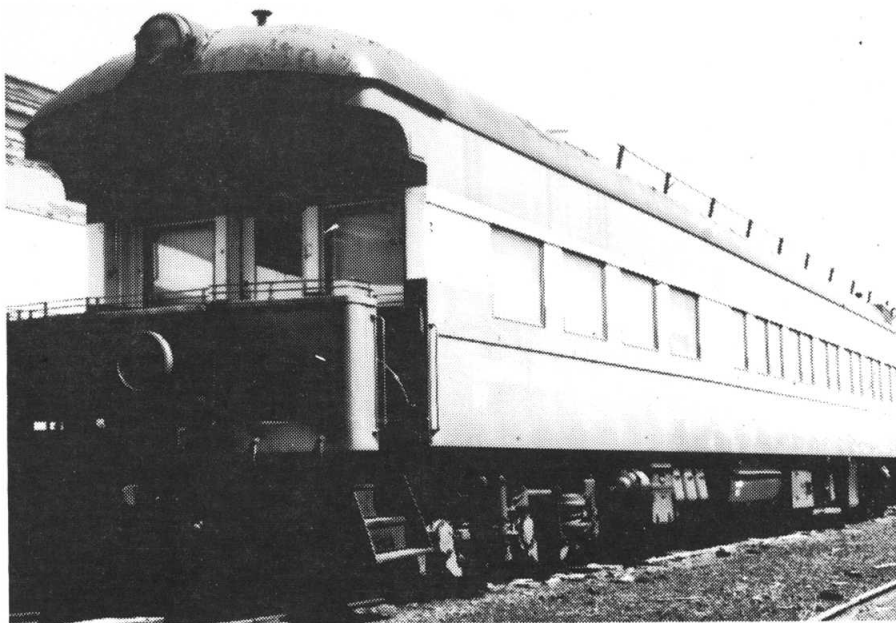
To those members who have made their commitment to winter participation in this or past years, I say thank you. Night-time temperatures, snow accumulations, let alone sheer access to the site, have been elements significant enough to deter anyone. The Traction Division continues to offer opportunities, in scope and depth, for your commitment to involvement. As

spring dawns, experiences at the Lake Harriet site shall broaden into areas as diverse as right-of-way maintenance, grounds, operations and car operating training programs for candidates new to the division. Particular attention is called upon members to consider participation as charter operators at the Como-Harriet Streetcar Line during this coming summer. An increase in charter bookings will call for those certified members who can to help with the increased car operations. New members are urged to consider training for operations, if they feel they could help.

You are invited to be part of the continuing tradition that is the Traction Division; people with a commitment to service, people with a commitment to participate, people with a commitment to excellence.

For more information to interested nonparticipant members, please feel free to contact me.

Mike Buck
Vice President, Traction



One of MTM's latest acquisitions is BN compass instruction car B7. In earlier years this car had served as the president's car on the Great Northern. It has a complete galley, steward's room with shower, and an office. Two thirds of the car was once a classroom but will be converted to a lounge by MTM. The car is fully operational.

An Ode to Como Shops

or It's Not a Long, Long Time From March til September

Como Shops has been "our place" longer than many of us have been museum members. Never mind that its real purpose was to maintain business cars, or that its property was worth a fortune, or that we did not really own it. The **Burlington Northern** generously let us hold onto our illusion, and we settled ourselves in well.

The old freight car shed was cold enough to freeze the gongs off our trolleys in winter. It became lost in heat waves and sand burrs in summer. We remodeled it occasionally to suit our purposes, and filled it with a collection to make pack rats envious. We filled its yard and spread its rails.

The old freight car shed was cold enough to freeze the gongs off our trolleys in winter. It became lost in heat waves and sand burrs in summer. We remodeled it occasionally to suit our purposes, and filled it with a collection to make pack rats envious. We filled its yard and spread its rails. It dripped on us in rain and gave roost to our pigeons. It creaked and went thump in the night so as to make one's neck hair stand straight. It sheltered our collection and served as home for our creativity.

"Rebuilt, Como Shops, By Minnesota Transportation Museum." **Dan Patch No. 100** emerging in sparkling livery from the paint shop on a bone-crackling January morning amid cheers lost on the wind. A BN trackmobile drawing **Duluth streetcar No. 265** onto the transfer table, glistening in new paint and bound for Lake Harriet. **NP 328** announcing its arrival to the neighborhood. Happy members filthy and exhausted after a weekend spent sandblasting a coach. Ingenuity conquering the impossible. Good things happened at Como. The images won't fade.

Our happy illusion ended when urban renewal arrived. It is not "urban removal" which has destroyed so many historic places, but new development using an historic place as its centerpiece. We of MTM have a part in it. It is fitting that the timbers of "our building" will help form the new retail center and railroad museum. However, our restoration shops will have to find a new home.

Now, as the old song says, the days dwindle down to a precious few. We have much before us. Let us gather round to finish our restoration projects, run our 1982 excursion schedule, and pack our things. One feels a twinge about leaving, but Como Shops have served us well, indeed.

Bill Graham



Jason Walker

MTM member and former TCRT conductor **Jason Walker** died in September 1981 in California. He was a close friend of fellow member **John Moscrop** of Douglas City, Cal. for 65 years. He collected fares aboard TCRT streetcars while attending the University of Minnesota many, many years ago.



Locomotive 328 is high and dry on timber blocks awaiting a new driving wheel tire and repairs to its running gear. Once these repairs are completed, 328 should be in class A shape for years to come.

Duluth's Depot Square Grand Opening Set For June 12 - 13

The Lake Superior Museum of Transportation and Industry in Duluth has completed the Depot Square project in its historic old depot and will have a grand opening on June 12 and 13. The depot has bricked in the west wall along track 7 giving the depot a turn-of-the-century flavor. Tracks 2 through 6 are loaded with classic restored railroad equipment.

Track 7 is reserved for trolley operation of the museum's two ex-Lisbon,

Portugal single-truck trams. A third rail has been installed on track 7 to accommodate the narrow-gauge tram. Although the LSMT bought MTM's "goat" to power the trams, the museum has since hung overhead wire over the track to complete authentic restoration. The trams will operate on about 1,700 feet of track which will run out of the depot to a point near Mesaba Street. The museum is planning to operate the

trams seven hours a day in daily service during the summer months.

Tied into the same weekend is the grand opening of the Western Waterfront Trail. The Lake Superior Museum of Transportation plans to run its first excursion of the summer in connection with the Depot Square grand opening. All MTMers are cordially invited to take in both events on the weekend of June 12 and 13, especially via Amtrak.



Roundhouse Game -- Como Shops Work Scheduling, Part 1

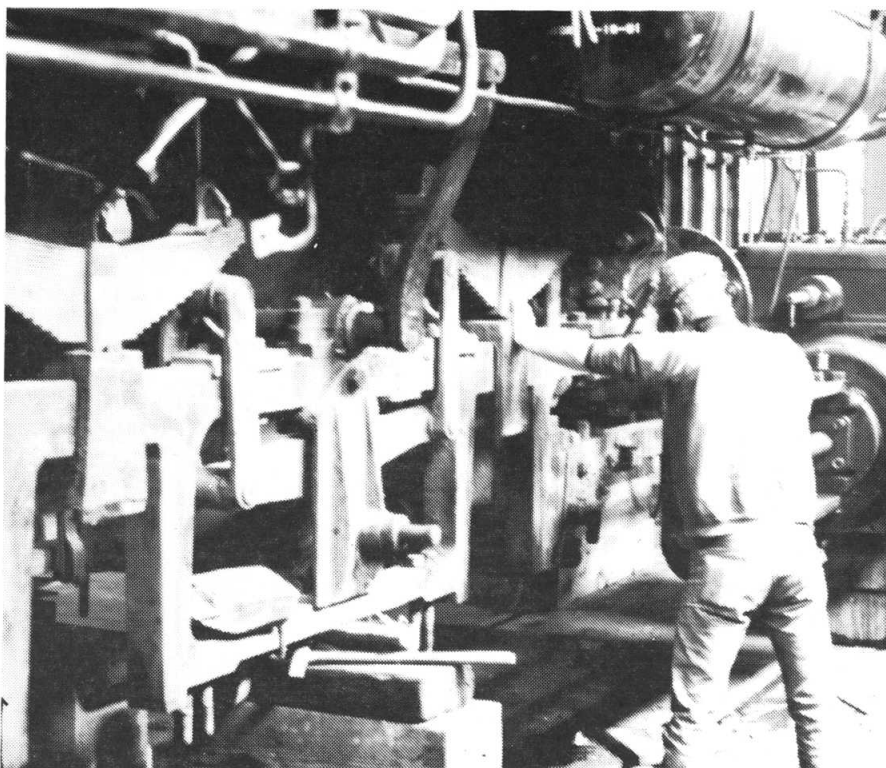
In preparation of an MTM railfan run scheduled by Bike Bark, Souper of Traction, Ray, Bill, Mike, George and Frank had agreed (!?) to help out on a Saturday in February from 1 until 6 p.m. but not on the same piece of equipment. Each wanted to put his "finishing touches" alone on each unit. So Bike agreed to have each one work one hour at a time, from 1 until 6 p.m. on a rotating basis.

Bill would work on Rock Island commuter coach 2604 after Frank worked on N.P. steam engine 328. Mike worked on N.P. Triple Combine 1102 but earlier than George on another Rock Island commuter coach 2529. Ray would work from 4 to 5 on the 2604, and George would paint N.P. caboose 10864 after he got through with the 1102. Mike would work from 3 to 4 on the 2529. George would work on the 2604 before Frank on the 2529 or Ray on the 328 but after Bill and Mike started on the 1102 and 10864 respectively. Got it?

So from this information how did Bike Bark arrange the schedule to keep anyone from working together on the same piece of equipment or from everyone from not working on the same piece of equipment?

By the way, they also agreed that they would work on the 29th. What was their motive? Answers in the next **Minnegazette**.

John Hemak



Steve Sandberg assisted Orville Richter, making repairs to the running gear of NP 328. The locomotive is supported by four 20-ton jacks and timber blocking while a new driver tire is being milled to size.

North Star to Run Until July 5

Amtrak's North Star train service between St. Paul and Duluth will continue until at least July 5. That is when the state's latest subsidy runs out. The North Star began operations on April 15, 1975. So ride, ride, ride!!!

Ban on LRT for Twin Cities Lifted

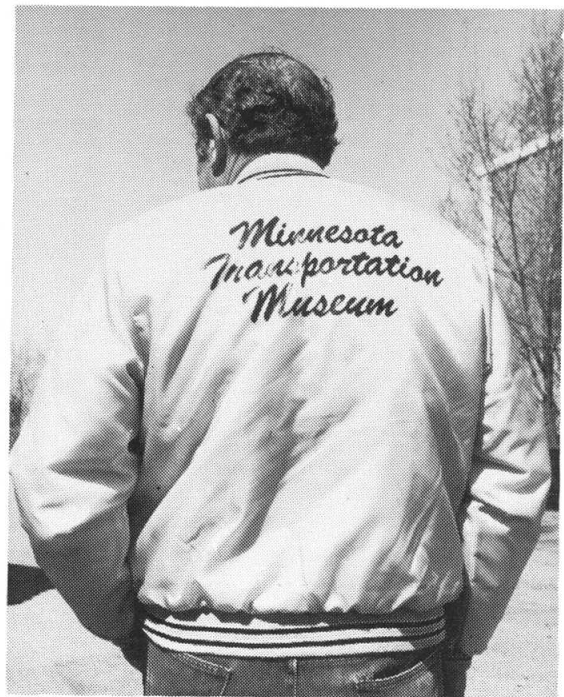
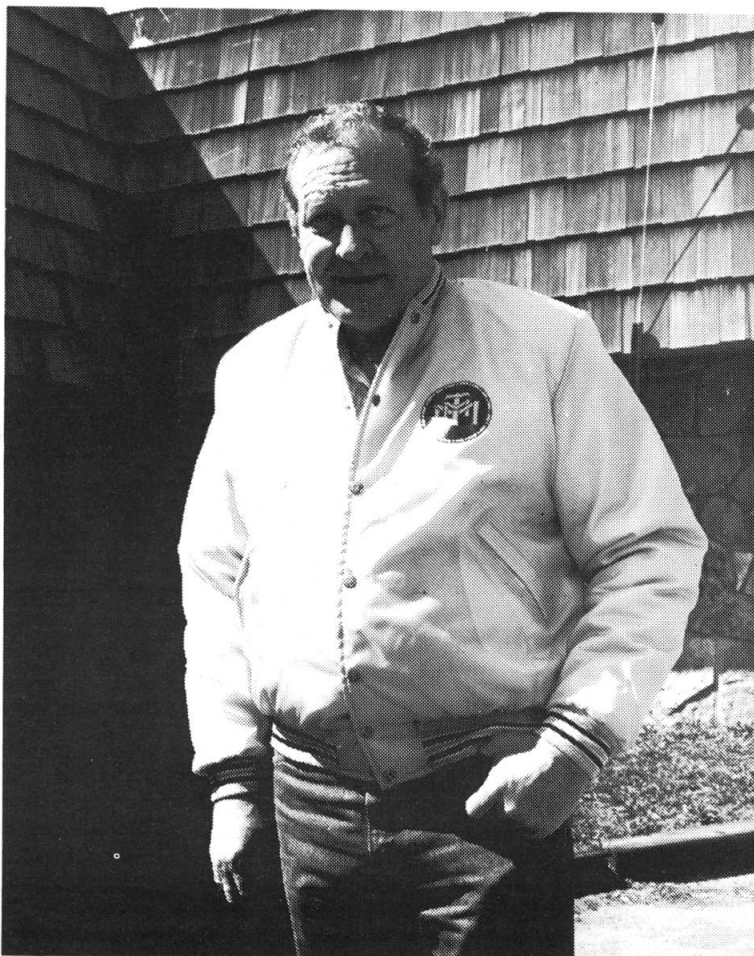
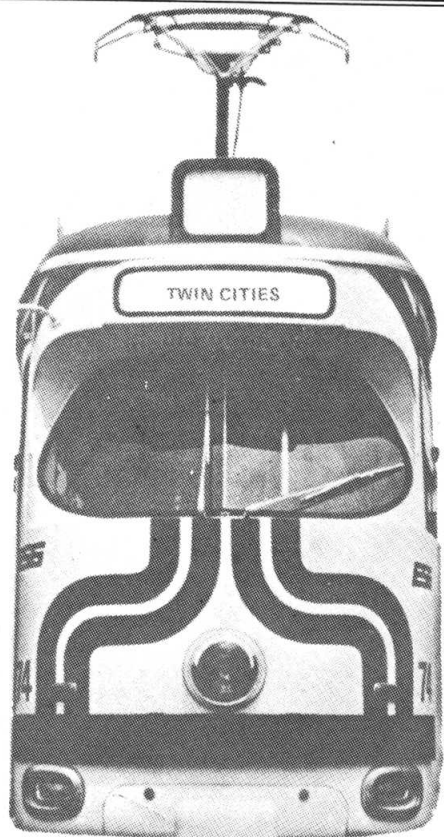
The Metropolitan Council has lifted its six-year ban on the consideration of "fixed guideway" modes of mass transit for the Twin Cities. Fixed guideway systems are designed for exclusive use of trains, streetcars or buses. That meant that light rail transit (LRT), though studied heavily recently, could not be considered as a transit alternative for the area. Under the revised transportation policy plan, LRT can now be considered under certain conditions.

In 1976 the council adopted an all-bus policy as the transit system for the period from 1976 through 1990. But rising fuel prices, downtown bus congestion, and serious air pollution problems led to an LRT feasibility study in 1980 which was presented to the 1981 state legislature. The study concluded that LRT was feasible in corridors where there is high levels of highway travel or development or redevelopment potential.

The LRT study conclusions, in turn, helped convince the council to lift the ban on consideration of LRT before 1990. Some of the corridors that meet the LRT study criteria include

- University Avenue between downtown St. Paul and Minneapolis
- Minneapolis-Southwest using the old C&NW right-of-way from downtown to Hopkins and beyond
- Hiawatha Avenue from downtown Minneapolis, past the HHH Metrodome, MSP International Airport, and to the old Met Stadium site (see separate article).

A new, in-depth LRT study on the University Avenue corridor has been slowed by the lack of financial support from the University Avenue business community. The conclusions from this study are scheduled to be presented to the 1983 legislature with a build or no-build recommendation.



MTM member Charlie Keeney tried on one of the new MTM jackets. The jackets are silver and black; traction jackets are gold with dark green; year-around quilted; sized small, medium, large, extra large, double extra large; and are priced at cost--\$31. They are obtainable through public relations vice president Dennis Johnson.

Light Rail Transit Recommended for Hiawatha Ave.

On March 25, the Hiawatha Avenue Task Force committee recommended to the Minneapolis City Council that light rail transit (LRT) be included in the upgrading of Hiawatha Avenue into a four-lane arterial roadway. This alternative was one of five (including a do-nothing option) studied over a 3-1/2 year period on what to do with the deteriorating avenue. The west side of Hiawatha was stripped of houses 20 years ago to make way for a freeway that was never built and has been a subject of great debate ever since. The Hiawatha Avenue Task Force was assisted in the planning by the consulting firm of Bather, Ringrose, and Wolsfeld, Inc. (BRW) of Minneapolis.

The four-lane arterial would provide two lanes in each direction separated by a raised median. The southbound roadway would include a shoulder adjacent to the right lane. The northbound roadway would include a right-turn lane to serve businesses along the east side of Hiawatha. Left- and right-hand turn lanes would be built into the arterial as well.

The LRT would run along the west side of Hiawatha from Lake Street to about E. 52nd Street on land long since cleared. Station stops would be provided about every half-mile with feeder bus routes provided from Cedar Avenue to the Mississippi River. Additional feeder bus service would be provided in the Highland Park area of St. Paul and northern Dakota County. The LRT would have signal light preemption on all streets crossing Hiawatha.

The LRT would pass through downtown Minneapolis using either a two-way transit-only mall on 6th Street or a one-way loop on 5th and 6th Streets which would loop on 1st Av. N. next to the renovated Butler Square complex.

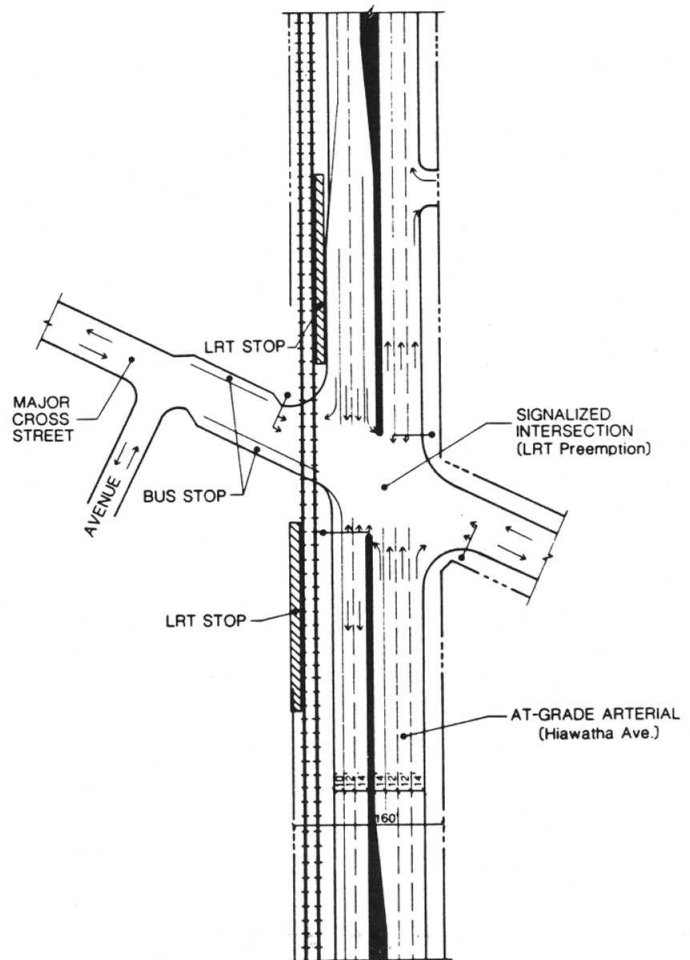
The LRT would leave downtown at 4th Street and Chicago Avenue, next to the HHH Metrodome, and follow the Chicago, Milwaukee, St. Paul & Pacific Railroad along the east side of Hiawatha Avenue to a point just north of Lake Street. There, it would tunnel diagonally under Lake Street and resurface on the west side of Hiawatha where it would run until it reaches Minnehaha Park.

About a block before Hiawatha reaches Minnehaha Park, the roadway and tracks would be enclosed and built over with soil creating a continuous park passing over the roadway and LRT line (with no direct connection to Minnehaha Parkway) and cross Minnehaha Creek on a new bridge. Essentially a tunnel would be created even though the roadway and LRT would pass through the area at grade.

After the LRT emerges from the tunnel, it would pass the Minnehaha Depot - "The Princess" (creating a station stop at the old depot maybe?). Where Hiawatha and Minnehaha Avenues join at 52nd Street, the LRT would run on the avenue since no right-of-way exists for about a two-block stretch. The LRT would pass the VA hospital at 54th St., the GSA building at Fort Snelling, and tunnel under the runways and taxiways of MSP International Airport with a passenger stop at the terminal.

From there, the LRT would run along 34th Av. S. past the HHH Charter Terminal, Republic Airlines headquarters, pass underneath Interstate 494, and turn right at E. 80th St., past Control Data's world headquarters, and terminate at the old Met Stadium complex which ultimately will become a "third downtown" with \$1 billion worth of development planned for the site.

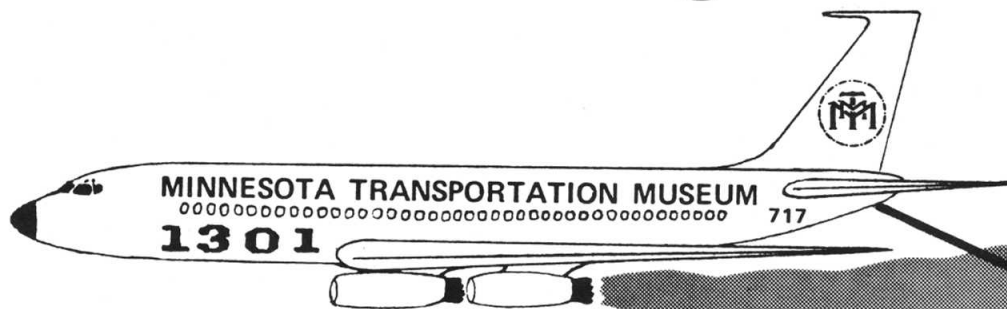
Funding for the roadway and LRT will be pursued independently so that a lack of funding does not delay or defer the implementation of the other.



A typical Hiawatha Avenue street crossing with a major street (such as 38th Street) showing special LRT right-of-way and signal preemption. Map by BRW Inc.



Acquisitions Ponders Flights of Fancy



In keeping with the true spirit and charter of the Minnesota Transportation Museum, the acquisitions committee is considering a potential acquisition which should enhance the Museum's reputation among transportation historians. Furthermore, it will virtually revolutionize almost every aspect of Museum activity, except, perhaps, the sales of beads and trinkets.

A vast strawberry patch of retired Trans World Airlines Boeing 707 intercontinental jets is now available for inspection just east of the Kansas City airport. They're for sale cheap—under \$4 million each.

One aircraft in particular has attracted the attention of several of the more visionary investors of the committee—a very early model 707 dating to 1958. The lineage of this most unique aircraft has been meticulously traced and it's been discovered that the plane is actually a Boeing 717, one of only two built by Boeing for the Air Force Strategic Air Command.

The bird combines some of the earliest prototypical features of the 707 predecessor, the Boeing Dash 80, such as powdered-coal fired J-47 engines (magnificent plumes!), powered roll-down windows, and gravity toilets. But it also includes some of the luxurious features of any US Air Force staff aircraft, including a 40-foot bar, swimming pool, twelve pneumatically-driven shoe shiners, and an automatic Congressman stroker. Moreover, the jet is equipped like an early KC-135 tanker, with complete in-flight refueling paraphernalia.

The acquisitions committee feels that this unique aircraft would have a valuable future with the MTM. No doubt, because of the attention it would draw, the aircraft would function well as a public relations vehi-

cle. Interested prospective members could be flown over the MTM empire, covering the distance between Como Shops and Como Harriet Streetcar Line in just 16 seconds.

Publicity efforts for MTM events would be greatly simplified. Equipped with bombay doors and racks, the Boeing could, in a matter of minutes, drop several hundred thousand leaflets, flyers and press releases—sprinkled with a few free tickets—on the metropolitan area. Skywriting cannisters, coupled with the aircraft's natural contrails, would serve to scribe the MTM message from horizon to horizon.

For press and publicity purposes, the Boeing 717 would more than justify itself. The MTM's premier photographers would be able to shoot old 328 and the 1300 from 35,000 feet, aiming their telephotos right down the trolley or smokestack through a precision Norton bombsight (included, incidentally, in the purchase price). Moreover, should No. 328 (or any future MTM steamers) not be ready for photo runbys, the effect could be simulated by throwing some burning tarpaper in the firebox and firing up the Boeing's turbojets to create wind and a perfect smoke plume.

The Boeing will be ideal for the annual picnic. Ever see what happens to a bratwurst when it's stuck up the backside of a Pratt & Whitney? Weenie supreme!

The Boeing 717 for sale in Kansas City includes a complete accessory crop dusting/bug spraying kit that will eliminate the sweat and drudgery of defoliating the streetcar right-of-way and a future railroad site. Furthermore, special formulas soon to be available will, when sprayed from the Boeing, temporarily stun daisy pickers so that veteran photographers, protected with anti-

toxins, can get clear shots of the right-of-way.

The aircraft also can be equipped with aerial firefighting gear (rented from a California firm during the annual West Coast mudslide season). So equipped, the big jet, with a 50,000-gallon burst, can quickly extinguish a vagrant spark from old 328 or, with equal dispatch, douse a long-winded board of directors' meeting.

The aerial refueling capabilities of the Boeing 717 may offer MTM's railroad operations the most unique and imaginative opportunities. With variations of the Air Force flying fuel boom, the 717 can make a low approach to old 328 as the venerable 10-wheeler clips along at a snappy 40 mph. Flaps down, engines athunder, the 717 would inch up from behind and drop one boom into the tender flooding it with 5,000 gallons of water, then drop a flying chute and dump in 10 tons of pulverized Pocohontas—certainly a creative mix of aviation, railroading and the military-industrial complex. The belly of the plane, where baggage once was stowed, will make an excellent coal bunker, and a pulverizer would fit neatly between the wine cellar and the sauna.

For sentimental reasons, the appearance of the aircraft perhaps should be modified. A recommendation from a local industrial designer is to take the automatic rear staircase and replace it with a brass-railed platform and running lamps.

Regardless of the final utilization of this unique aircraft, its future should certainly rest with the Minnesota Transportation Museum. At \$4 million, it's a bargain and should amortize itself within two operating seasons.

Vacating Como, Readying 328 Dominate the Agenda

Elsewhere in this issue of the **Minnegazette** is a roster of planned activities for approximately the next six months. Considerable negotiations are still ahead of us for several of these events, but most of them are going to happen and an extraordinary amount of volunteer effort will be needed from our members.

Not shown in the operations calendar is another major event: MTM is about to move out of Como Shops. The exact date we must be out has not been determined, but the St. Paul Port Authority, which has jurisdiction over the Como Shops buildings, has indicated that the day is imminent when dismantling of the shops will begin for the construction of the redevelopment called Bandana Square.

The directors of MTM have been looking at other sites for more than a year, and at least three are being considered. However, a distinction is being made between sites where we may operate only, and a site where we will eventually build a new shop building(s). Finding temporary facilities to continue restoration and mechanical maintenance programs currently under way (for operations

slated this summer) is of more immediate concern, and this search is going on in earnest right now.

Likewise, finding temporary space to store MTM's large inventory of parts, tools, machinery and support equipment is another problem which is being solved, in part, by leasing (at a very minimal price) 10 boxcars and other rolling stock from the Burlington Northern. Our trove will be loaded aboard these cars some weekend soon, and that train, including some of our inactive rolling stock, will be rolled to another location for storage until a long-term or permanent site is prepared. We're most grateful to BN for its understanding of our needs and providing this essential rolling stock.

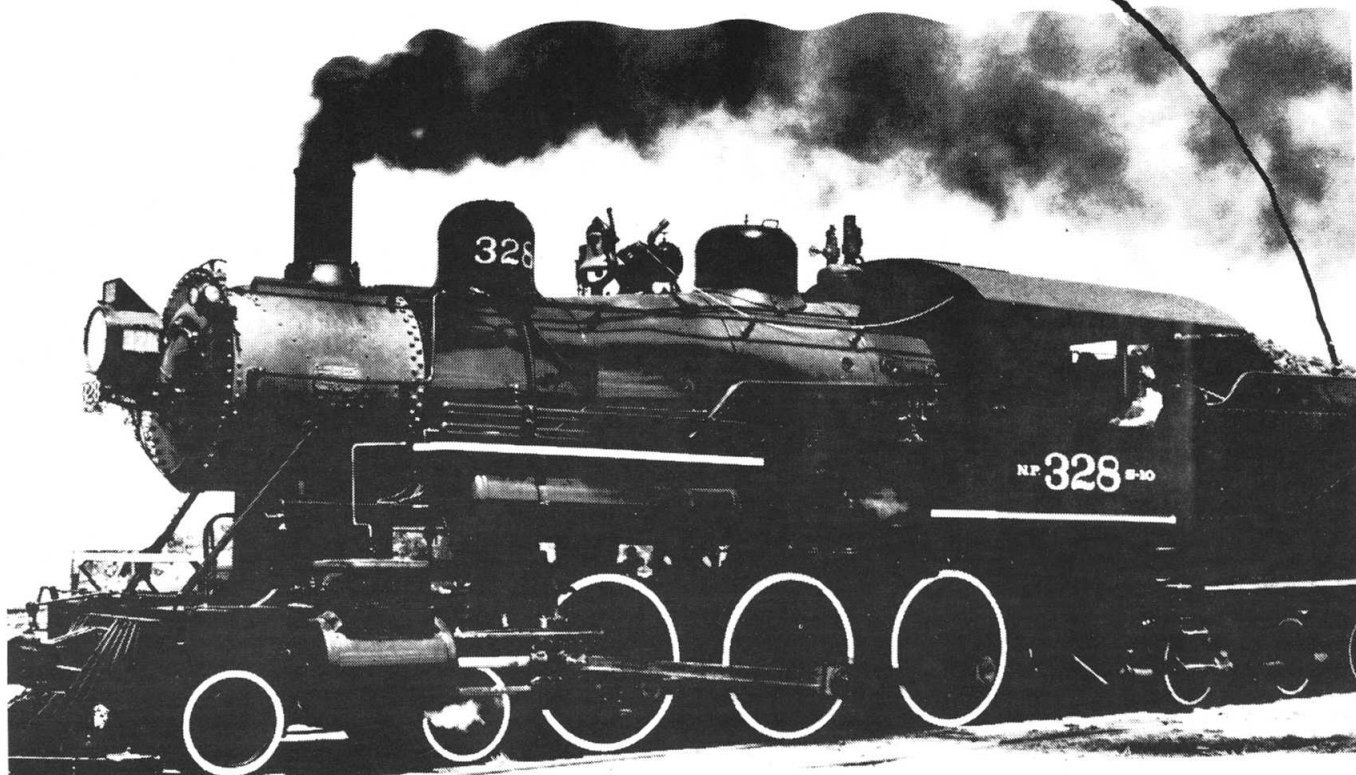
The dates of the move from Como Shops have not been set, but very soon the call will ring forth in the form of a special mailing to all members to commit a weekend to Como Shops and loading up our "Relocation Special." Perhaps no event in MTM history has ever called for such an intensive two-day effort from anyone and everyone who can contribute some muscle. No special skills required in this case.

Elsewhere in this issue also is a photograph of the new MTM jackets. These jackets are nylon and nylon quilted lined with cool-weather stuffings. They're made by Beeline, are washable, and the colors are silver with black print. Sizes range small, medium, large, extra large and double extra large. They're \$31 each and can be ordered through Dennis Johnson, 920-0312.

The cover of this **Minnegazette** is in four-color process. Color separation was arranged for by MTM director Bill Campion. This cover will eventually be used for a program, or other booklet about MTM traction activities, to be sold. The program of 328 restoration, sold last year, will be reprinted this year with a color cover (to be used on the next **Minnegazette**).

In addition to the brochure color covers, MTM is printing new traction postcards, plus posters, to be sold commercially, of the streetcars and of steam locomotive 328. These posters will be 11 x 14 inches and frameable. The price has not yet been determined, but will probably not exceed \$5 each.

Dennis Johnson, VPPR.



MTMers Attend Spring 1982 TRAIN Meet in Texas

"Y'awl come see us again, 'hear!!!"

With those cordial words, Curtis Pruett, General Superintendent of the **Texas State Railroad**, bid farewell to the MTM delegation to the spring TRAIN (Tourist Railway Association) meeting held April 3 and 4 in Rusk, Texas, which is about 110 miles southeast of Dallas. **Frank** and **Steve Sandberg** and **Bob** and **Michael McNattin** represented MTM at the meeting which turned out to be two full days of train watching and cab rides (not the taxi type).

The Texas State Railroad (TSR) was established in 1896 to haul iron ore to a state-owned smelter and foundry at Rusk. The road was extended to Maydelle in 1903 and finally to Palestine (pronounced Palesteen) in 1909 for a total of 29.4 miles. The railroad was operated by various operators until 1969 when 3.7 miles at Rusk was leased to the Missouri Pacific which continues to operate this section of the line. In 1972 restoration of the rest of the line was undertaken by the Texas Parks and Wildlife Department for operation as a state historical park.

According to Pruett, the line strives to recreate railroading as it was in the period from 1900 through 1929, although this time frame may be broadened in the years to come to include the diesel age. At present the TSR has four vintage steam locomotives in operating condition to power its two trains each day. Under normal conditions one 50-mile round trip operates from each end of the line each day, but for the TRAIN weekend, an extra trip was scheduled from Rusk, seven miles to Maydelle and return, and all four steam locomotives were fired up for the occasion.

The right-of-way runs through rolling piney woods country of east Texas and the flowering dogwood almost brushes the cab as the engine rolls by. The TSR has completed approximately 60 percent of an extensive track rehabilitation program which has included the replacement of five of the line's 30 wooden trestles with prestressed concrete pile-concrete ballasted deck structures built to Missouri Pacific mainline standards. The remaining wooden trestles have been completely rebuilt and when the tie replacement program is completed, the TSR will have a first-class roadbed laid with 80-pound rail.



Victorian-style stone depot at Rusk, Texas incorporates lunch counter, display area, and

ticket office/waiting room.



Scene at departure on Saturday evening just prior to departure of afternoon trip to Maydelle. Engine 500 is ex-Santa Fe light Pacific

and No. 201 is a former Texas & Pacific ten-wheeler. All photos by Bob McNattin.

All of the engines are oil burners and consume about 600 gallons of number 2 fuel oil per 50-mile round trip. Firemen manage fuel and water as they would on a coal burner, but instead of a shovel, a slight adjustment of the firing valve is all that is needed and the pressure gauge responds in a few seconds.

The TSR is operated with 39 full-time employees, 14 of whom are shop personnel. In addition, 15 to 18 people are employed on a seasonal basis during the summer. Pruett estimates a 1982 ridership in excess of 60,000, up from 40,000 in 1981. Our hats off to a fine railway museum, The Texas State Railroad of Rusk, Texas.

Bob McNattin



Engine 500 slows for Maydelle Station as ex-Texas & Pacific 4-6-0 No. 201 waits on turntable.



Locomotive No. 500, formerly AT&SF light Pacific No. 1316, was moved by the TSR from a park in San Angelo, Texas and restored to full operating condition.



From left, Bob McNattin, Fireman Charles Harris, Michael McNattin, Steve and Frank Sandberg in front of 2-8-2 No. 400 prior to departure from Rusk.

Dan Patch to Return From Duluth

MTM's 1913 diesel-electric locomotive No. 100, the **Dan Patch**, is returning to the Twin Cities this month after a four-year stay at the Duluth Depot. Old No. 100 will haul passengers in two of MTM's Rock Island commuter coaches on about a mile of track at the Midway Amtrak Depot on Sunday, May 23 as part of National Transportation Week. Hours are from 10 until 5. Fare is \$1.

When MTMers completed the restoration of the Dan Patch in January 1978, the engine stayed at Como Shops throughout the summer before heading up to Duluth under its own power in November.

The Duluth Depot has provided a warm, secure display area for No. 100 since then. Dan Patch will not return to Como. Rather, it will be housed at Minnesota Transfer Railway in St. Paul until MTM relocates its shops and restoration facility.

Letters to the Editor

Just a note to tell you that I thought the **Selby-Lake** article in the March/April **Minnegazette** was the best article in the history of the magazine (and I've been with MTM since 1969 when **George Isaacs** and I dug out the first shovels of dirt and uncovered the first old ties on a Saturday morning at Lake Harriet. I grew up in the Twin Cities and moved away 10 years ago. I was eight years old in 1954 when TCRT rail operations ended, so I also have personal memories of the lines.

I feel the **Selby-Lake** story struck the perfect balance between being a fairly comprehensive source of reference material as well as an enjoyable story. The combination of photographs, history, operations, data, maps, and personal recollections was great. All photos were great. The Minneapolis-Moline photo was the best (for atmosphere and modeling information). I especially liked the time balance of the photos - virtually one from every decade.

I would be overjoyed (so too, I hope, would be the rest of the membership) if you could put together similar treatments of other lines such as the **Como-Harriet** (with more emphasis on **Como**), **Minneapolis-St. Paul interurban**, **Intercampus**, **Snelling**, **Mahtomedi**, and **Maria-Fort Snelling-Minnehaha**.

Such articles would really turn the newsletter magazine into a permanent and collectible reference work if it isn't already. I know peddling advice like this is easy while doing the articles means a lot of work for somebody, but I thought you might like some reader response. I don't have any unpublished photos or information.

While I'm writing, I'll stick in another item. Is there any movement to reprint *Interurbans Special #14*? I'd buy a copy if they were issued. Well, thanks for listening and keep up the good work.

Dr. Jeffrey C. Poehler
Royalton, MN 56373



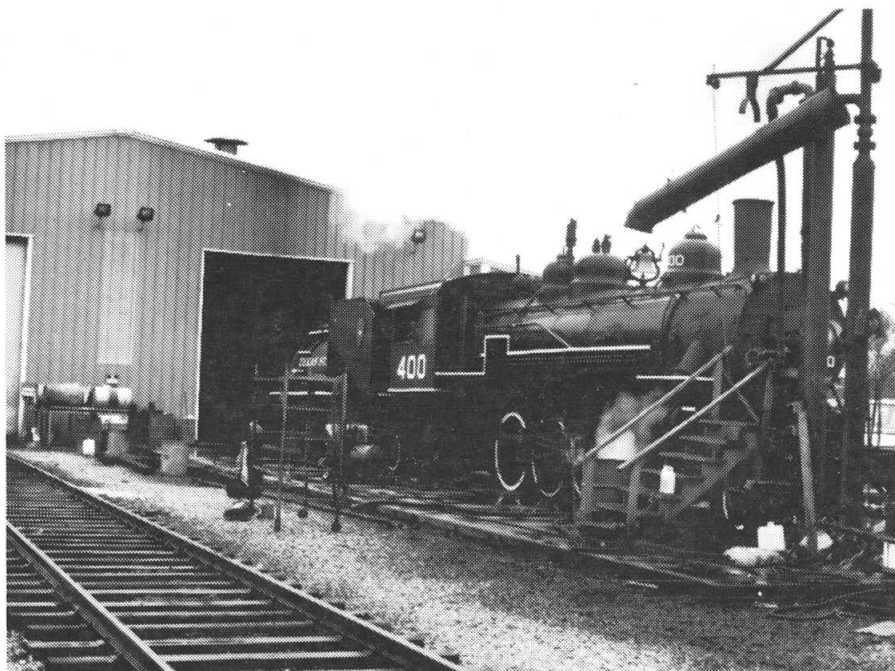
From the Editor:

Thank you for the kind words. Yes, as I prepared the **Selby-Lake** story, I thought that there may be suggestions to do stories on each of the streetcar lines that served the Twin Cities. The story was a result of statistical information gathered from two great books, photographs from **Bill Olsen's** great collection, the Minnesota Historical Society, MTM's files, and others.

I would be happy to feature other lines, in words and pictures, in future **Minnegazettes**, but I will really have to lean on the membership for their personal recollections and experiences (and pictures) of the individual lines. We have more pictures on the **Selby-Lake** line than any other so it seemed like a logical story to do. I would like to feature some of the other interurban streetcar lines such as the **Como-Harriet** and the **Minneapolis-St. Paul** (University Avenue) line. So members, send me your recollections (and personal pictures) of your experiences on these (or any other) lines and we will build a story around them in future issues.

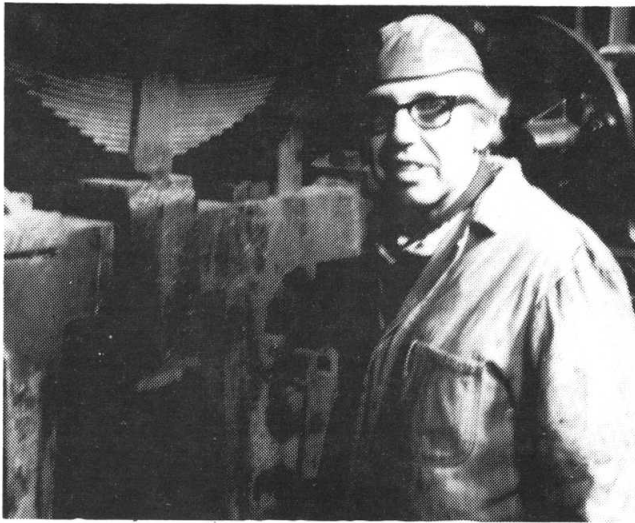
Interurbans Special No. 14, originally published by Interurbans Magazines of Los Angeles in December 1953, has been out of print for years. Members who have called up Interurbans say that the company doesn't even know where the plates are, so reprinting of the 88-page book is out of the question. The book sold for \$2 in 1954. Estimates of its value today range from \$50 on up. Watch the book fairs.

The only "bible" of TCRT operations readily available today is **Russell L. Olson's** *"The Electric Railways of Minnesota,"* a 560-page hardbound book containing over 700 high-quality photographs. Russell worked over 20 years on the book which was released in 1976. Over half of the 3,000 copies printed have been sold. The book is available for only \$29.95 (Minnesotans add 5% sales tax) through the museum, which is only half the price of that rare *Interurbans Special No. 14* today. Russell, incidentally, helped put *Interurbans Special No. 14* together before turning out his own book.

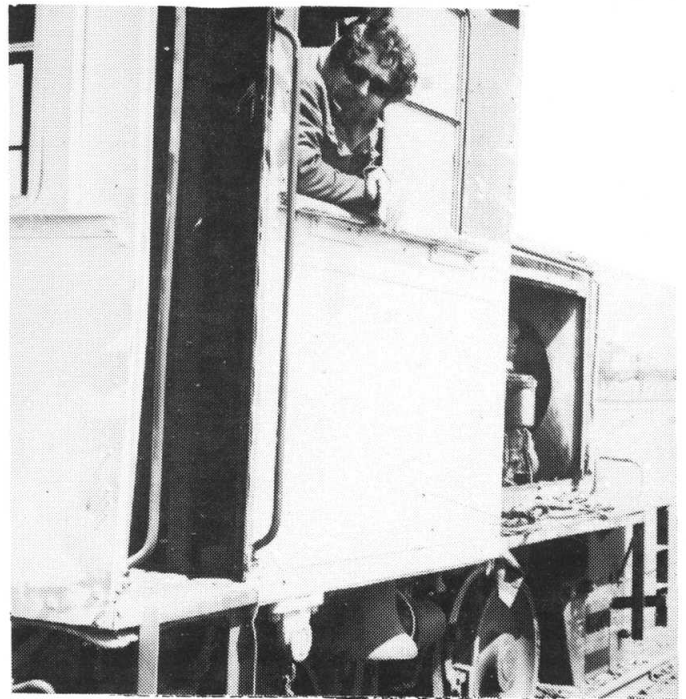


Engine 400, a 2-8-2 formerly of Magma, Arizona, simmers on shop track at end of Sunday's

operations. Shop can accommodate two locomotives and each track has an inspection pit.



Orville Richter paused in his labors on the running gear of 328. Directly to the left of Orville can be seen the spring and spring saddle which rests on the driving box for one of the driving wheels. These parts are usually not visible when the wheels are in place.



Ken Snyder, at the throttle of the Plymouth shop switcher, awaited the signal to move Rock Island coach past sandblaster.

The Train

A heavy locomotive stands at the station,
Heavy, enormous, drips perspiration:
Greasy oil

She stands, gasping, panting and blowing;
BANG how hot it is!
CLANG how hot it is!
PUFF how hot it is!
HUFF how hot it is!

She barely puffs and holds her soul,
But the stoker still fills her with coal;
They hitched to her railroad cars,
Big and heavy, of iron bars,
And lots of people here and farther,
In one stand horses -- cows in another;
Fat men only sit in the third;
They eat thick sausage without a word.
The fourth one carries a load of bananas,
In the fifth there stand six grand pianos.
In the sixth a cannon, of heavy steel,
An iron beam beneath each wheel.
In the seventh oaken tables, a chest and chair,
An elephant in the eighth, giraffes, a bear.
The ninth has only fattened pigs,
In the tenth are parcels, boxes and rigs,
And forty cars are in the train,
I cannot tell what they contain.
But even though a thousand athletes came,
Each having had a thousand steaks on the road,
And each engaged his mighty frame,
They could not budge the heavy load.

Then--a hiss!
Then--a whizz!
The steam--bang!
The wheels--clang!
At first she's slow

like a turtle,
Band fettered,
She moves on the rails
with a sluggish
clatter.

She tugs at the cars and pulling with strain,
She's turning and turning the wheels of the train.
She gathers some speed and she goes now much faster,
She echoes, she rattles, and speed is her master.
But whereto? But whereto? But whereto? Ahead!
On the rails, on the rails, on the bridge she sped;
Through tunnels and mountains and woods she must climb,
She hurries and hurries to get there on time.
She clatters and raps click-clickety-clickety,
Clickety-clickety--clickety-clickety.
Smoothly so, slightly so, does she now roll,
As if she were merely a tiniest ball.
It's not an exhausted and panting machine
But rather a plaything, a toy made of tin.

And where is she speeding so, why such a rush?
And who is it pushing and why all this rush?
Why does she hurtle and boom, bang, bang!
It's steam that's hot, that has set her to clang,
The steam from the boiler to piston is piped,
And pistons then activate wheels on two sides,
They run and they push and they keep the train rolling,
The steam is still pumping the pistons, not stalling.
And wheels are a-clatter, and rapping click-clickety,
Clickety-clack, click, clickety-clickety...

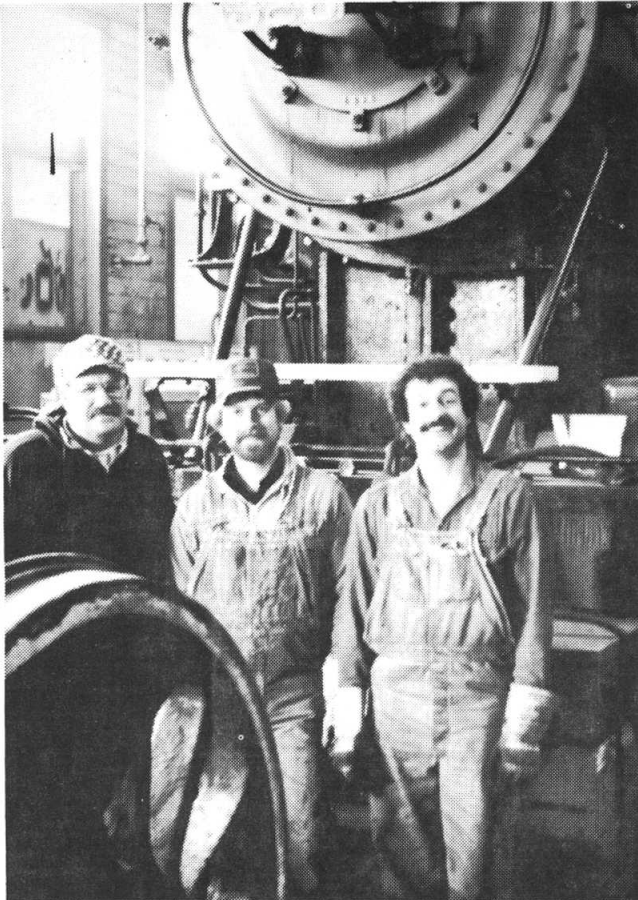
By Julian Tuwain -- The Dancing Socrates and Other Poems
Translated from Polish by Adonis Gillon
Twayne Publishers, Inc., New York, N.Y., 1969

Contributed by John Hemak

1982 Membership Directory Out

All members should have received the 1982 MTM Membership Directory with this issue of the **Minnegazette**. Prepared by membership secretary **Ray Bensen Sr.** and run off by **Bill Cordes** and his home computer sys-

tem, the directory lists over 550 names and is up to date as of April 24, 1982. In a departure from past years, members who did not renew this spring are no longer carried in the directory.



Surrounded by 328 and its wheels, MTM members John Larson, Jim Ellman, and Frank Bifulk pause briefly from their work for the camera. Wednesday evenings and Saturdays are busy times at Como Shops as MTM prepares for the 1982 operating season.



A FRIENDLY BREEZE

A FRIENDLY breeze tips the waves at Minnetonka no matter how the pavements sizzle in the loop.

Ride one of our steamboats and feel Dull Care slip behind you under the clear, fresh spell of the water.

Moonlight excursions, Saturday and Sunday evenings.

Next time you say, "My kingdom for a breath of cool, clean ozone," step aboard a Minnetonka car, hang onto your hat, and speed out to Excelsior Park. There's a bag full of amusements in addition to the boat ride.

THE TRADE MARK
OF A FRIEND



The member in the space suit is Bill Graham, operating MTM's new sandblaster to good effect on Rock Island coach 2608. The coach will be primed and painted Pullman green to match sister car 2604. Each car will carry 100 passengers during MTM's 1982 operations.



Long time member Bill Cordes will be back at the controls of 1300 (and 265) this summer for another season of Como-Harriet streetcar operations.



Run This Streetcar!

You can run this streetcar just as member **Bill Cordes** is doing on the left. MTM is now training in many new motormen (and motorettes) for the coming summer season. Call **Mike Buck** at 822-7559 and arrange for a training session now.

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
 - ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
 - ☐ MTM ASSOCIATE membership (\$10 per year).
- All members receive the bi-monthly **Minnegazette** magazine at their homes.
- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**
P.O. Box 1300, Hopkins, MN 55343



Southbound Oak-Harriet car 1323 headed for Lake Harriet from 4th and Hennepin in downtown Minneapolis in about 1953. The Masonic Temple building is at left. Photo by Frank E. Butts.

Minnegazette
Post Office Box 1300
Hopkins, MN 55343



MINNESOTA STREETCAR MUSEUM

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August 2021

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